



NC Capital Area **Metropolitan Planning Organization**

***WELCOME!***

*Today's Executive Board meeting is being held online.  
The meeting will begin shortly.*

***Please be prepared to mute your audio following roll call.***

**Call In: 650-479-3208   Meeting Code: 474 734 329   Meeting Password: MEET**

**PUBLIC COMMENTS SPEAKER SIGN UP SHEET:  
[https://docs.google.com/spreadsheets/d/1IAhjogoiJJDN\\_-  
VnsP7IYIM2pFxlubzVUNYXS5nKhdY/edit?usp=sharing](https://docs.google.com/spreadsheets/d/1IAhjogoiJJDN_-VnsP7IYIM2pFxlubzVUNYXS5nKhdY/edit?usp=sharing)**

**Download Presentation Slides: <https://campo.legistar.com/Calendar.aspx>**



NC Capital Area **Metropolitan Planning Organization**

# Executive Board Meeting

**October 21, 2020**

**4:00 P.M.**

# Roll Call - Attendance

Town of Angier

Town of Apex

Town of Archer Lodge

Town of Bunn

Town of Cary

Town of Clayton

City of Creedmoor

Franklin County

Town of Franklinton

Town of Fuquay-Varina

Town of Garner

GoTriangle Board of  
Trustees

Granville County

Harnett County

Town of Holly Springs

Johnston County

Town of Knightdale

Town of Morrisville

NC Board of Transportation

City of Raleigh

Town of Rolesville

Wake County

Town of Wake Forest

Town of Wendell

Town of Youngsville

Town of Zebulon

1. Welcome and Introductions  
*Roll Call of Voting Members & Alternates*
2. Adjustments to the Agenda
3. Ethics Statement:

*In accordance with the State Government Ethics Act, it is the duty of every Executive Board member to avoid conflicts of interest.*

*Does any Executive Board member have any known conflict of interest with respect to matters coming before the Executive Board today? If so, please identify the conflict and refrain from any participation in the particular matter involved.*



## 4. Public Comments

*This is an opportunity for comments by those in attendance. Please limit comments to three minutes for each speaker.*

## 5. Consent Agenda

## 5. Consent Agenda

### 5.1 Executive Board September 2020 Meeting Minutes Draft

Requested Action: Approve the September 2020 Meeting Minutes.

### 5.2 FY2020-2029 Transportation Improvement Program Amendment #2

Requested Action: Approve Amendment #2 to the FY2020-2029 Transportation Improvement Program.

### 5.3 SPOT 6 Alternate Criteria

Requested Action: Approve the SPOT 6 alternate criteria.

## 5. End of Consent Agenda

# Roll Call – Consent Agenda

Town of Angier

Town of Apex

Town of Archer Lodge

Town of Bunn

Town of Cary

Town of Clayton

City of Creedmoor

Franklin County

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Town of Zebulon

## 6. Public Hearings

## 6. Public Hearing

6.1 Amendment #3 to FY2020-2029 Transportation Improvement Program

6.2 2045 Metropolitan Transportation Plan Amendment - Air Quality Conformity Determination

6.3 Wake Bus Rapid Transit: Western Corridor Locally Preferred Alternative

## 6.1 FY2020-2029 Transportation Improvement Program Amendment #3



## 6.1 FY2020-2029 Transportation Improvement Program Amendment #3

CAMPO has received notification from NCDOT of changes to regional projects that require amending the Transportation Improvement Program (TIP). This amendment includes major revisions to the current programmed TIP based on the financial impacts of reduced revenues from COVID-19 and other ongoing issues within NCDOT.

Public Comment	October 1 to November 2
Public Hearing	Today, October 21
Executive Board Considers Approval	November 18

# Updated Reprogramming of SPOT Projects in TIP/STIP

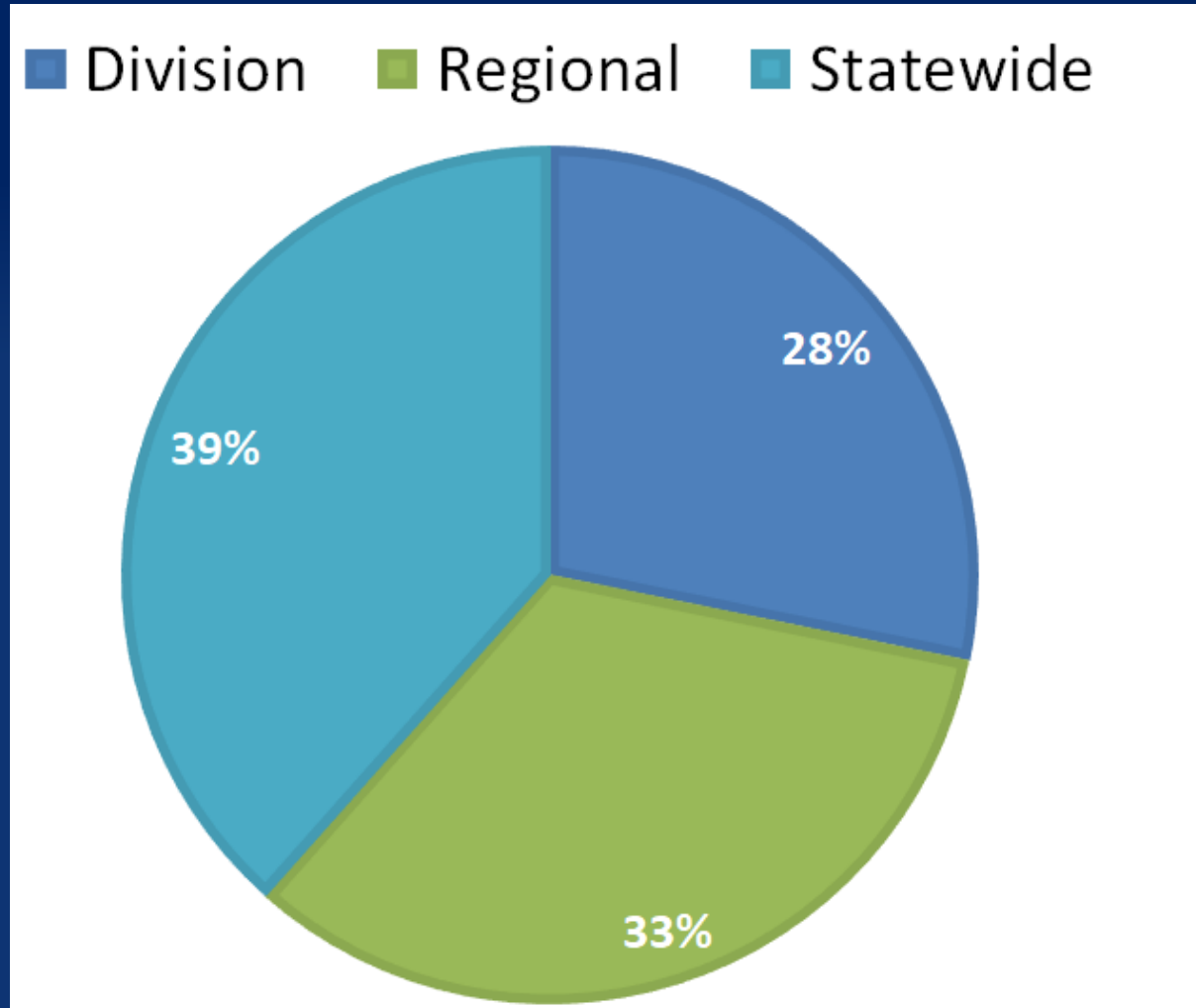
- NCDOT Released reprogramming of FY2020-2029 STIP to show funding of FY2020-2032
- 77 Projects with Schedule Impacts
  - Mostly Delays (76 Projects)
- **Changes are not adopted until Executive Board takes action to approve via TIP Amendment**
- Updating cost estimates will likely require further reprogramming of SPOT projects

# Delays by STI Category

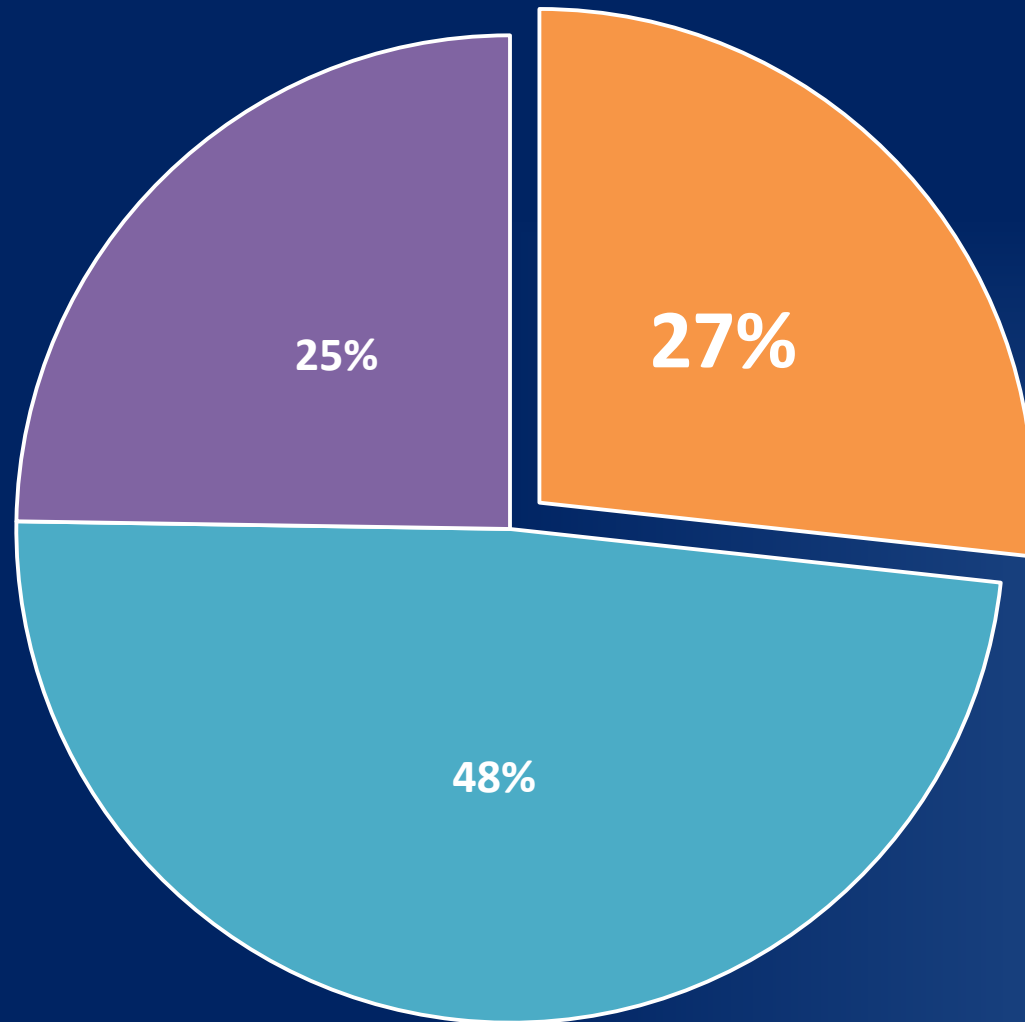
22 Division Projects

26 Regional Projects

30 Statewide Projects



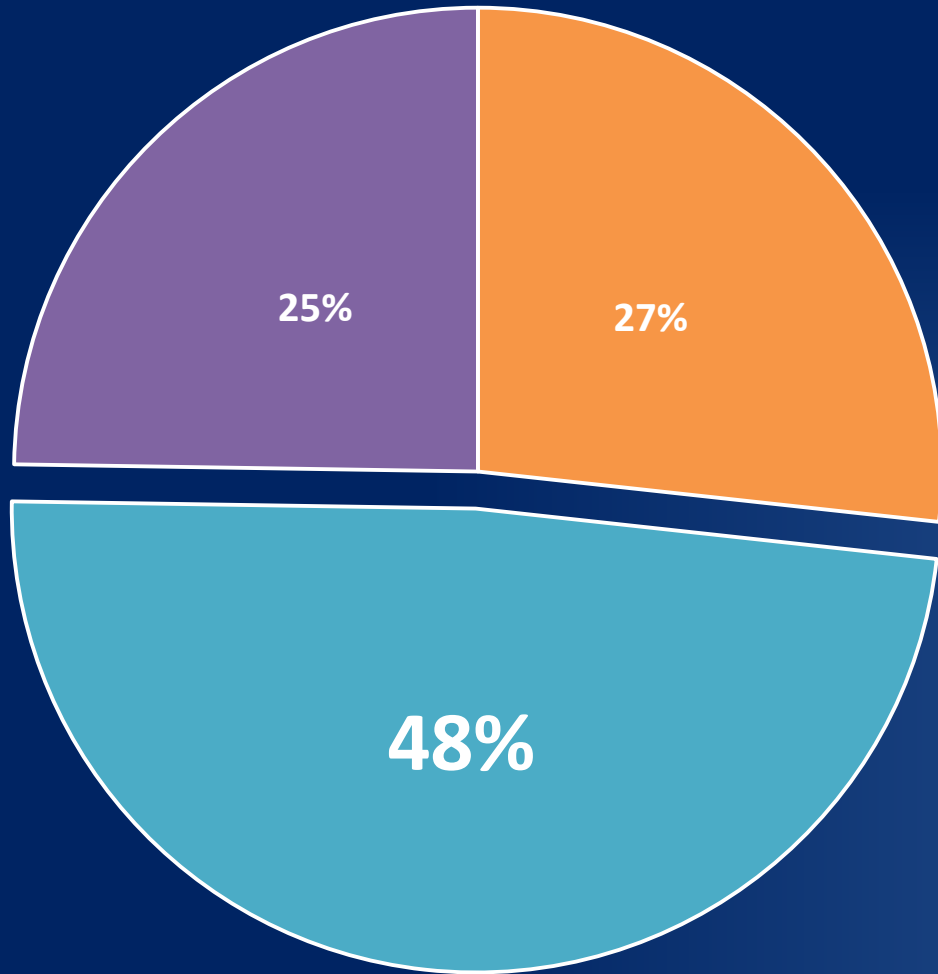
## Accelerated or No-Delay Projects



- 1 Acceleration
- 26 No Change
- Does not count projects already under construction
- Major Project:
  - Future 540 Construction from I-40 to US 64 Accelerated from 2029 to 2026

■ Accelerated or No Delays   ■ 1-3 Year Delay   ■ 4+ Year Delay

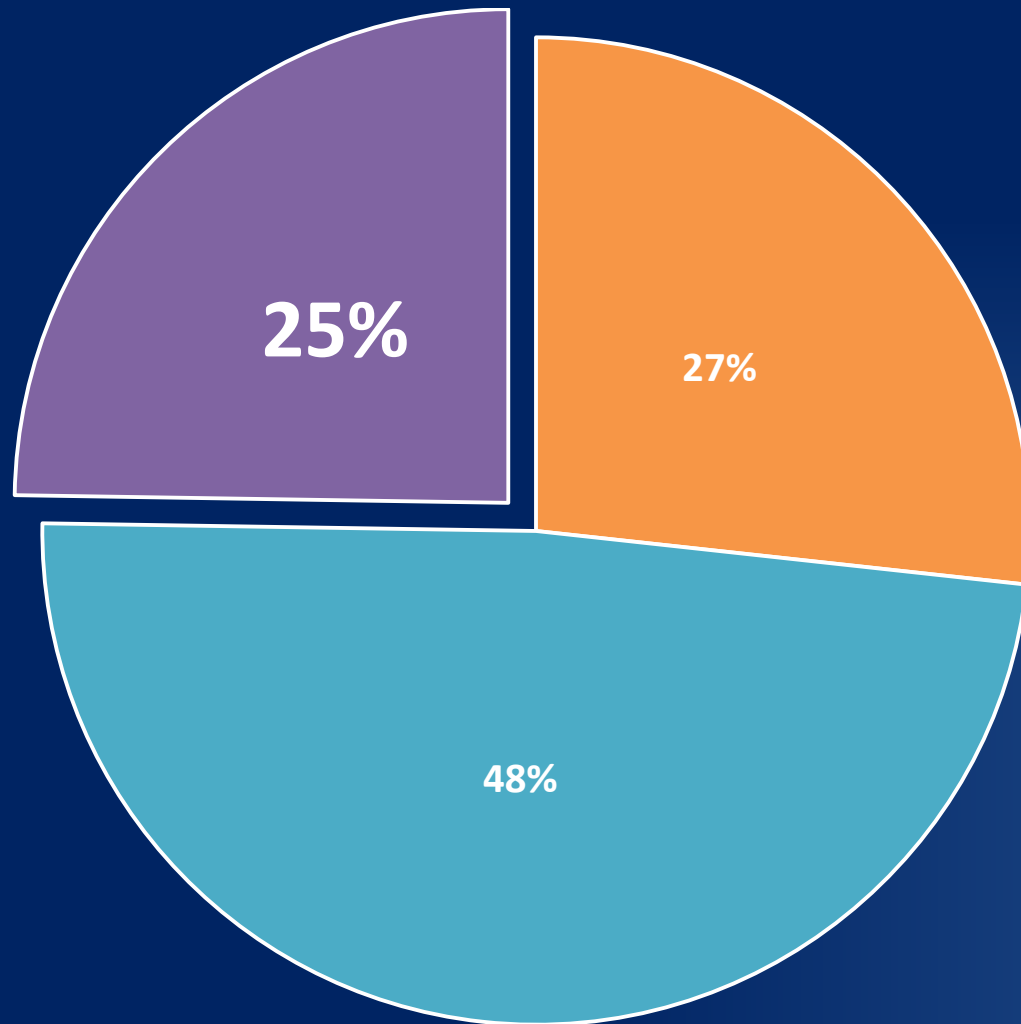
## 1-3 Year Delay Projects



■ Accelerated or No Delays   ■ 1-3 Year Delay   ■ 4+ Year Delay

- 49 Delays
- 19 Statewide, 18 Regional, 12 Division
- Major Projects:
  - I-40/US 1/US 64/I-440 Interchange delayed from 2024 to 2026
  - Rogers Rd Grade Separation delayed from 2021 to 2022
  - US 401 Superstreet from Old Stage Rd to Mechanical Blvd delayed from 2020 to 2023

## 4+ Year Delay Projects



■ Accelerated or No Delays   ■ 1-3 Year Delay   ■ 4+ Year Delay

- 26 Projects
- 10 Statewide, 7 Regional, 9 Division
- Major Projects:
  - US 64 Improvements from Laura Duncan to US 1 delayed from 2025 to 2029
  - I-40 Managed Freeways from NC 54 to Wade Ave delayed from 2025 to 2029
  - NC 50 (Creedmoor Rd) widening from I-540 to NC 98 delayed from 2025 to After 2032

## 6.1 FY2020-2029 Transportation Improvement Program Amendment #3

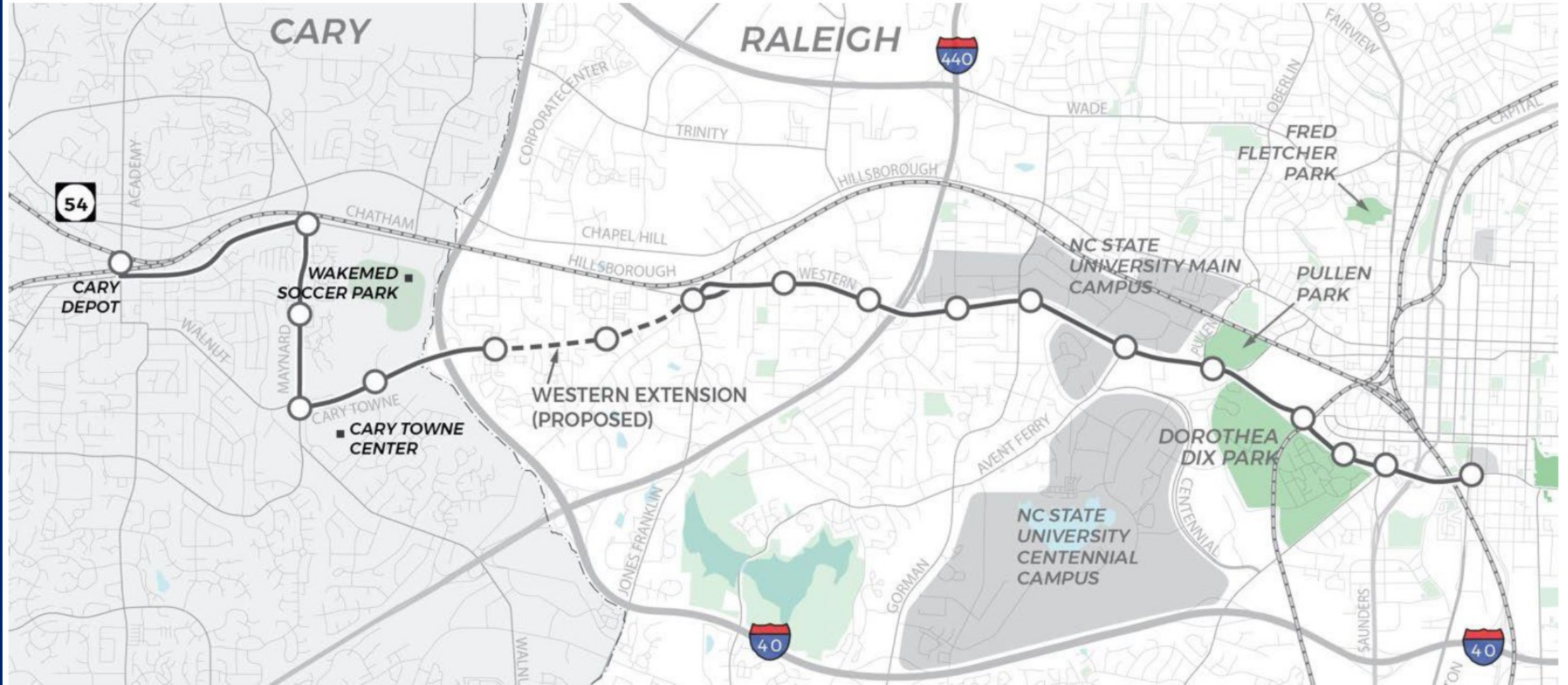
**Requested Action:**  
**Conduct a Public Hearing.**

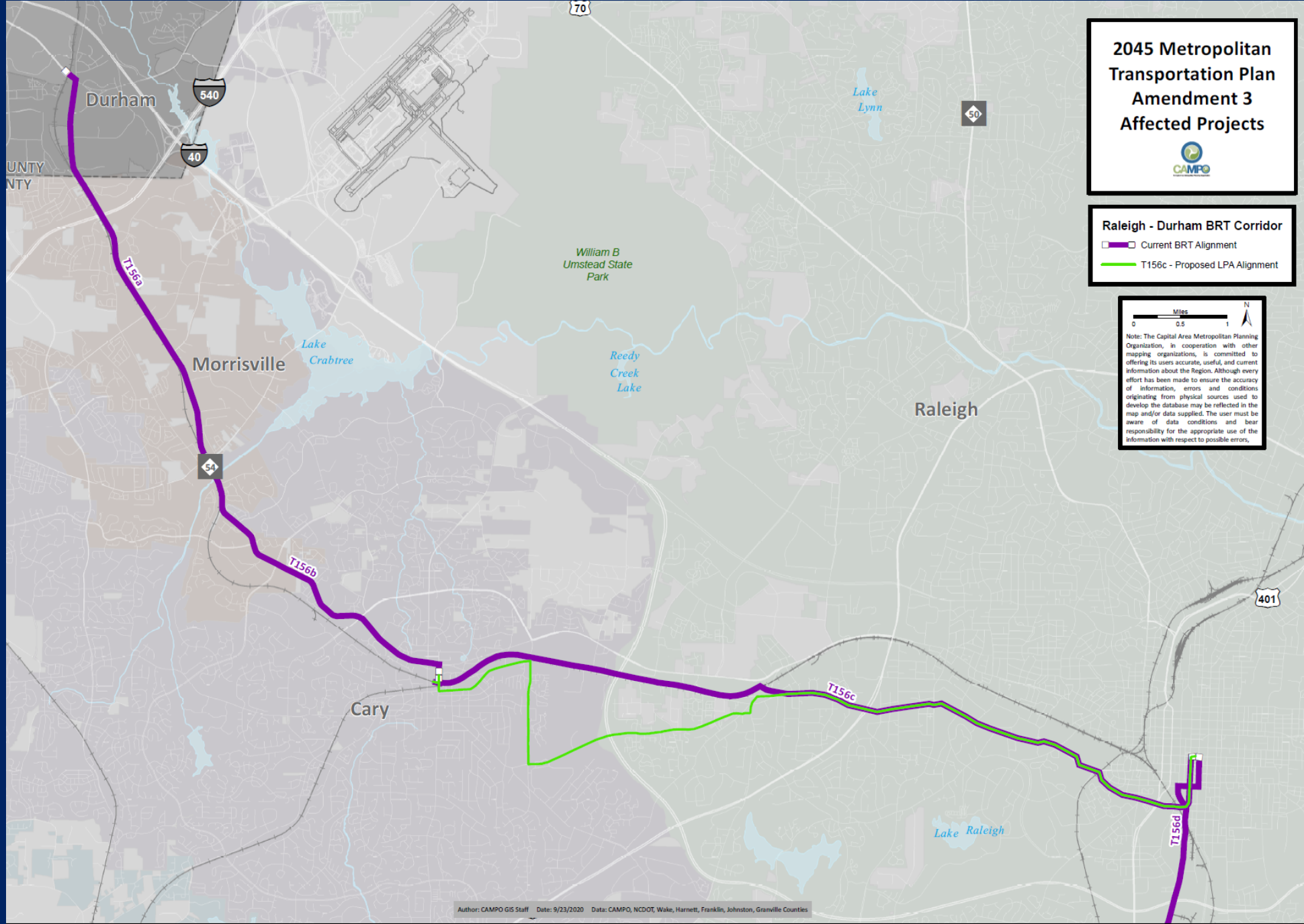
## 6.2 2045 Metropolitan Transportation Plan Amendment Air Quality Conformity Determination

- Amendments to support Western BRT project LPA designation
- Modifies Western BRT corridor alignment to use:
  - Future Western Blvd. Extension corridor
  - Cary Town Blvd.
  - SE Maynard Ave
  - Chatham St.



## Wake BRT: Western Corridor Proposed LPA Map





## 6.2 2045 Metropolitan Transportation Plan Amendment Air Quality Conformity Determination

**Requested Action:**  
**Conduct a Public Hearing.**

## 6.3 Locally Preferred Alternative for Wake Bus Rapid Transit: Western Corridor

# Locally Preferred Alternative Considerations

- **Mode**

- For what mode of transportation is the infrastructure being built?
- Bus Rapid Transit vs. Express Bus, Light Rail, Street Car, etc.

- **Alignment**

- What is the physical location/configuration of the facility that will support the selected mode?
- Map on next slide

- **Termini**

- What are the end points of the infrastructure supporting the selected mode on the selected facility?
- East: GoRaleigh Station in Downtown Raleigh
- West: Downtown Cary Multimodal Transit Facility



## Wake Bus Rapid Transit - Western Corridor Project - Raleigh, North Carolina



# Support for Locally Preferred Alternative

- **Purpose and Need for Project**
  - Improve transit service
  - Accommodate projected growth
  - Bypass major congestion points
  - Improve attractiveness of service to result in ridership growth
- **Analysis of Potential Alternatives**
  - Alignment: Most suitable alternative that serves the identified travel market that satisfies project purpose and need
  - Mode: Most cost-effective and least intrusive mode that satisfies purpose and need
  - Termini: Provides direct access to major origins and destinations that shape the travel market
- Concurrence from Cooperating Agencies – NCDOT, CAMPO, SHPO, Town of Cary, NCDEQ, NC State University

## Locally Preferred Alternative Consideration Schedule

ACTION	DATE
Town of Cary Endorsed LPA	July 23
City of Raleigh Recommended LPA	August 18
LPA to Executive Board as Information	September 16
30-Day CAMPO Public Comment Period Began	October 16
Concurrence Meeting for CPs Through LPA	October 16
Executive Board Public Hearing for LPA	October 21
TCC Recommendation on LPA	November 5
30-Day CAMPO Public Comment Period Ends	November 15
Executive Board Action on LPA	November 18



## 6.3 Locally Preferred Alternative for Wake Bus Rapid Transit: Western Corridor

**Requested Action:**  
**Conduct a Public Hearing.**

## 6. End of Public Hearings

## 7. Regular Business

## 7.1 CAMPO Projects and Programs Funding Update

## 7.1 CAMPO Projects and Programs Funding Update

Fund Swap Discussion

LAPP Projects Update

- Financial Update
- FY2022 Project Submittal Policy Discussion and Potential Action

# Fund Swaps

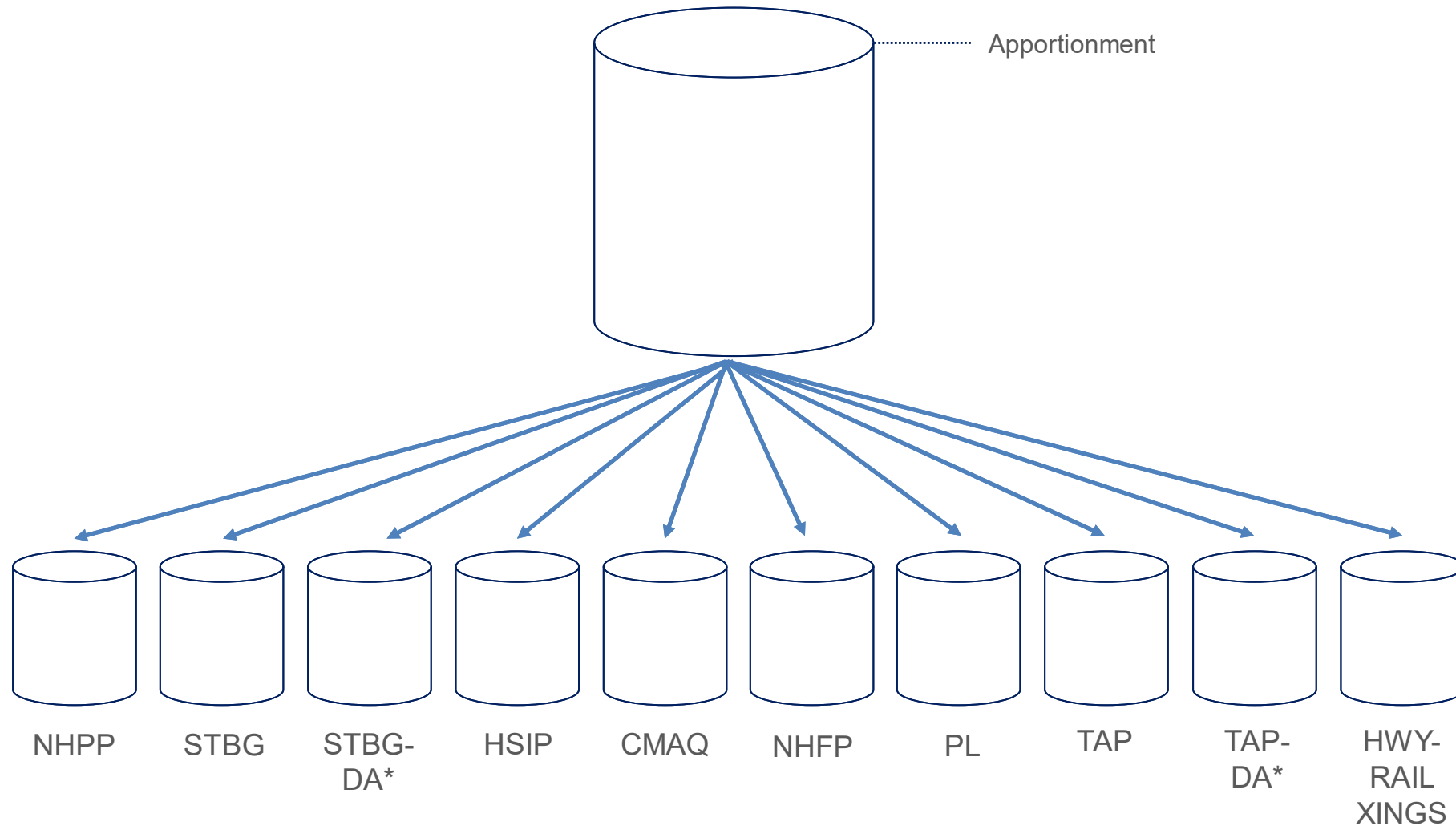
- NCDOT reached out to CAMPO in Mid-October to discuss opportunity
- Could be a means to start LAPP projects without deferred reimbursement
- NCDOT has made fund swaps with almost every MPO in the State
- NCDOT will be reaching out with this opportunity to all MPOs in the State

# Goal: Continue to restart Local Projects & receive additional Federal Funds in Aug 2021

## Today's Discussion

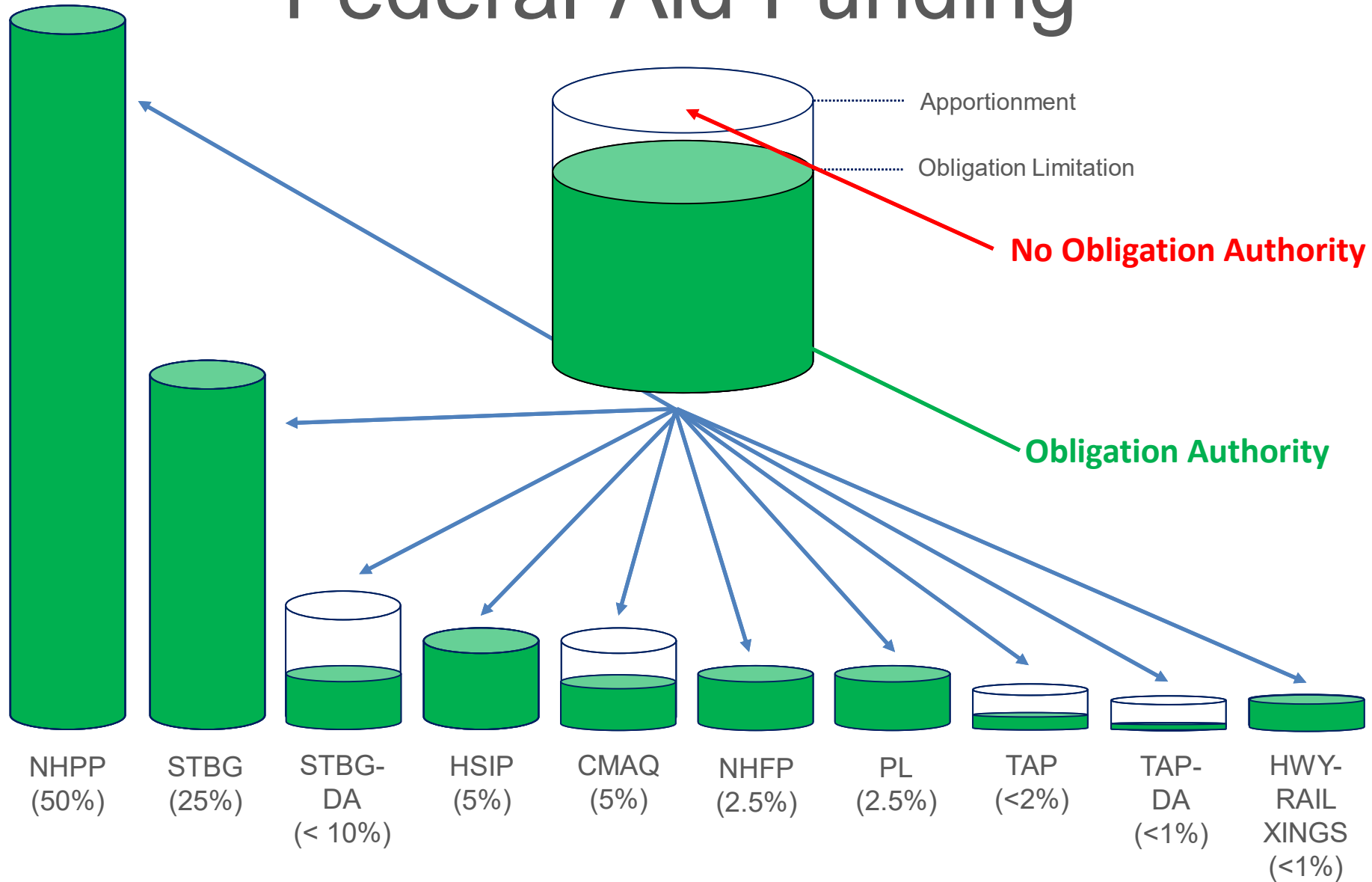
1. Federal-aid funding
2. August Redistribution
3. Federal authorization techniques
4. Plan to restart local projects

# Federal-Aid Funding

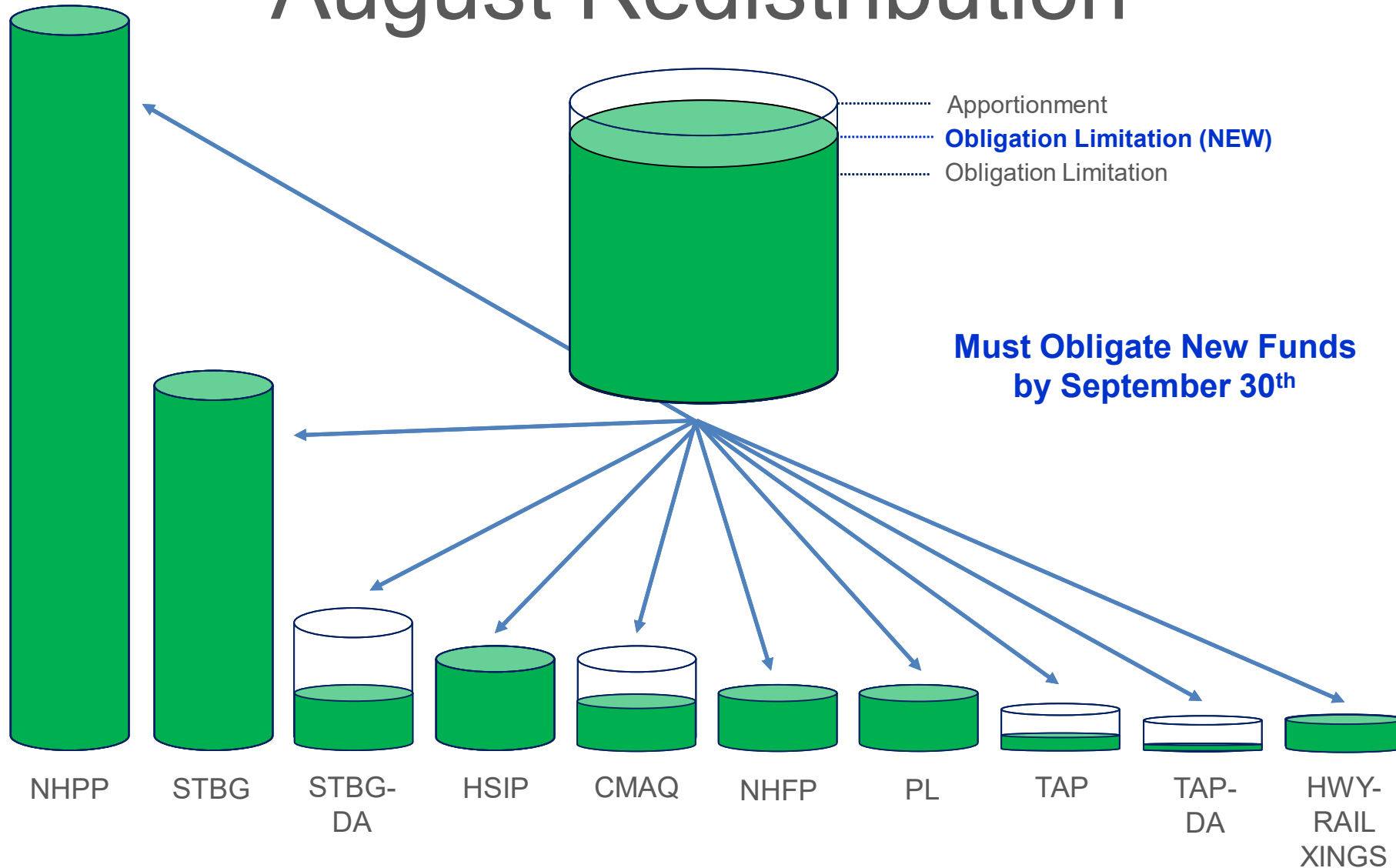




# Federal-Aid Funding



# August Redistribution



# August Redistribution

NCDOT has been successful the past several years

- 2018 - \$168M
- 2019 - \$116M
- 2020 - \$144M

## Where does additional Obligation Authority go?

- Must be obligated by September 30<sup>th</sup>
- Typically goes for expenses previously paid with state funds on federal projects that have been authorized using Advanced Construction (AC)
- This “conversion” reimburses NCDOT with federal funds

# Federal Authorization Techniques

Traditional Financing  
Advance Construction

## Traditional Financing

Obligate all funding at once – entire authorization amount comes from State's OA

- Ex: \$5M authorization for CON; Amount is subtracted from state's annual OA (~\$1.2B); limits the amount of projects that can move forward at one time
- FHWA commits to reimburse NCDOT (typically to 80%)

# Federal Authorization Techniques

## Advance Construction (AC)

- FHWA authorizes project to move forward, but does NOT commit to reimburse funds (risk)
- State initially pays for costs associated with the project
- Requests for partial reimbursement for eligible expenses (conversion)→ obligates OA
- Benefit: allows NCDOT to fund more projects concurrently
- Currently have ~\$600M ACed where costs already paid for with state funds
- NCDOT is using OA to convert these ACed funds to replenish state coffers

# Restarting Locally Administered Projects

NCDOT has been releasing funds for LAPs in small allotments

To restart additional LAPs and prepare for August Redistribution in 2021, NCDOT is proposing a multi-step plan:

1. Perform \$50M of STBG-AnyArea/STBG-DA funding swaps with MPOs
2. NCDOT converts \$50M of STBG-DA
3. \$50M released for LAPs to move forward
4. \$50M requested in August Redistribution in 2021

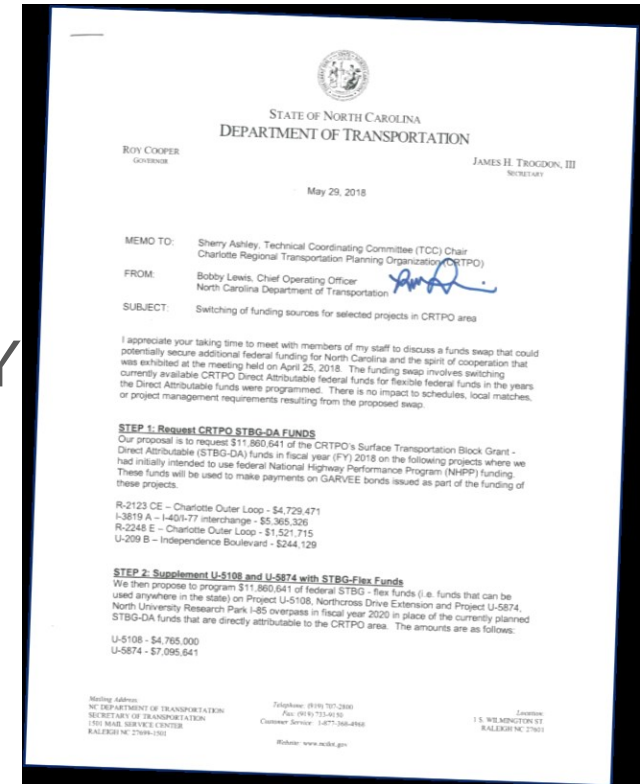
# Restarting Locally Administered Projects

## 1. Perform \$50M of STBG-AnyArea/STBG-DA funding swaps with MPOs

### Asking MPOs to borrow STBG-DA funds

- \$50M in STBG-DA goes towards NCDOT projects with AC
- \$50M in STBG-AnyArea for MPOs goes towards LAPs in FY
- STBG-AnyArea & STBG-DA have same funding rules

CAMPO swap request - \$10M





# Restarting Locally Administered Projects

## 2. NCDOT converts \$50M of STBG-DA

FHWA reimburses NCDOT \$50M





# Restarting Locally Administered Projects

3. \$50M released for LAPs to move forward

Projects to be authorized by June 2021 using AC

CAMPO allotment - \$10M  
(same as swap request)



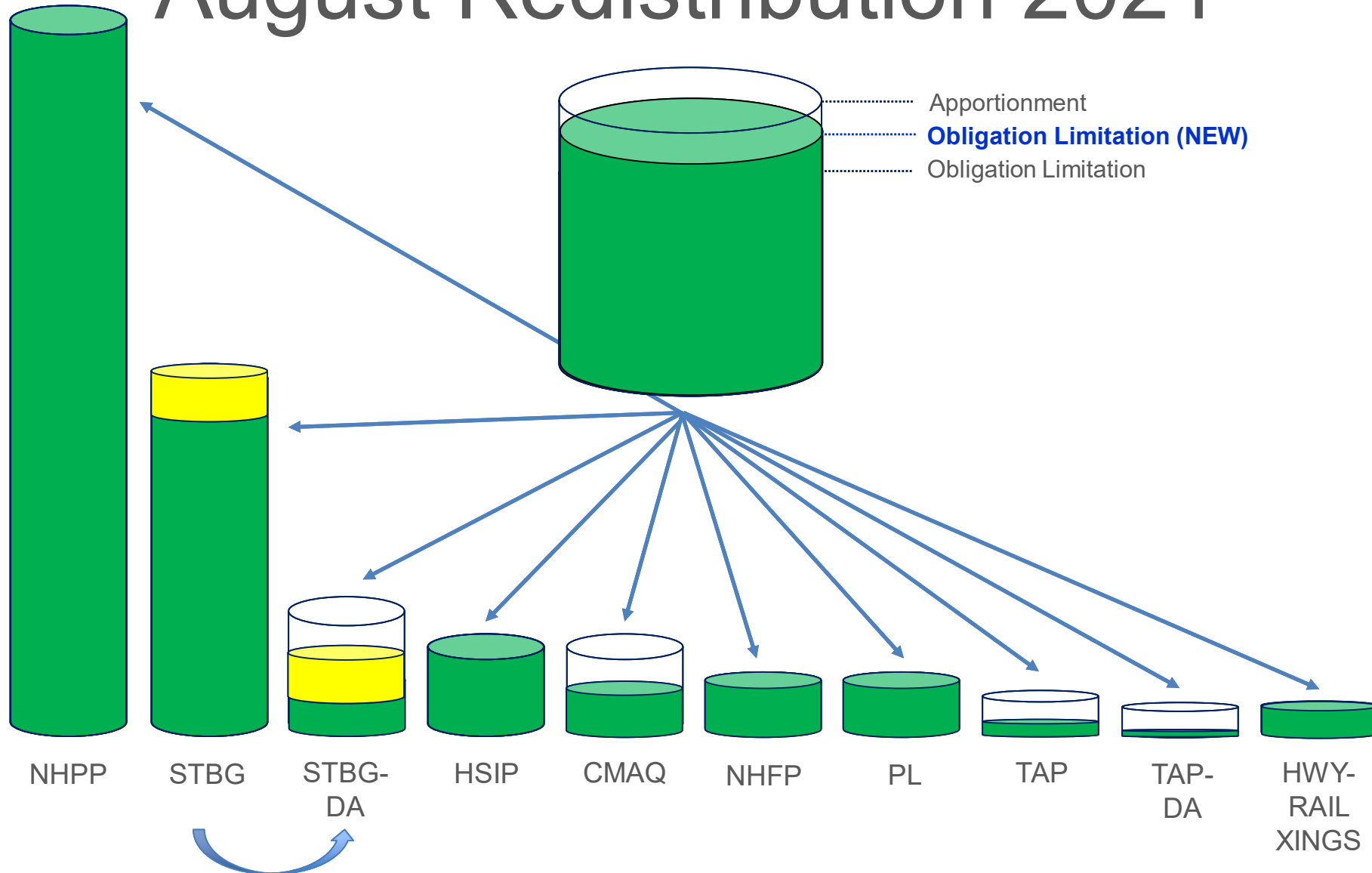
# Restarting Locally Administered Projects

## 4. \$50M requested in August Redistribution in 2021

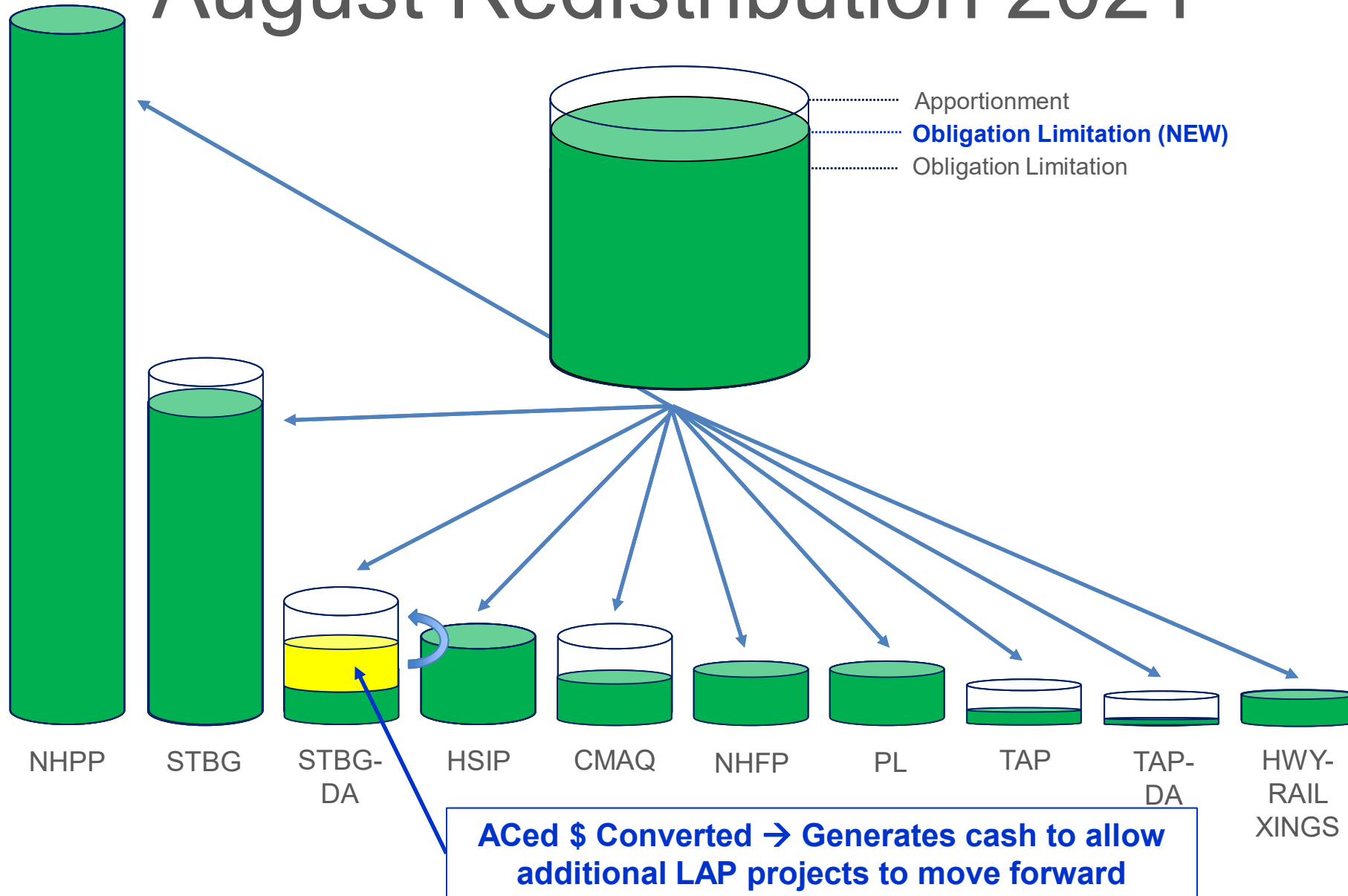
Request is same as ACed amount

\$50M in AC for LAP will be added to other NCDOT August Redistribution request

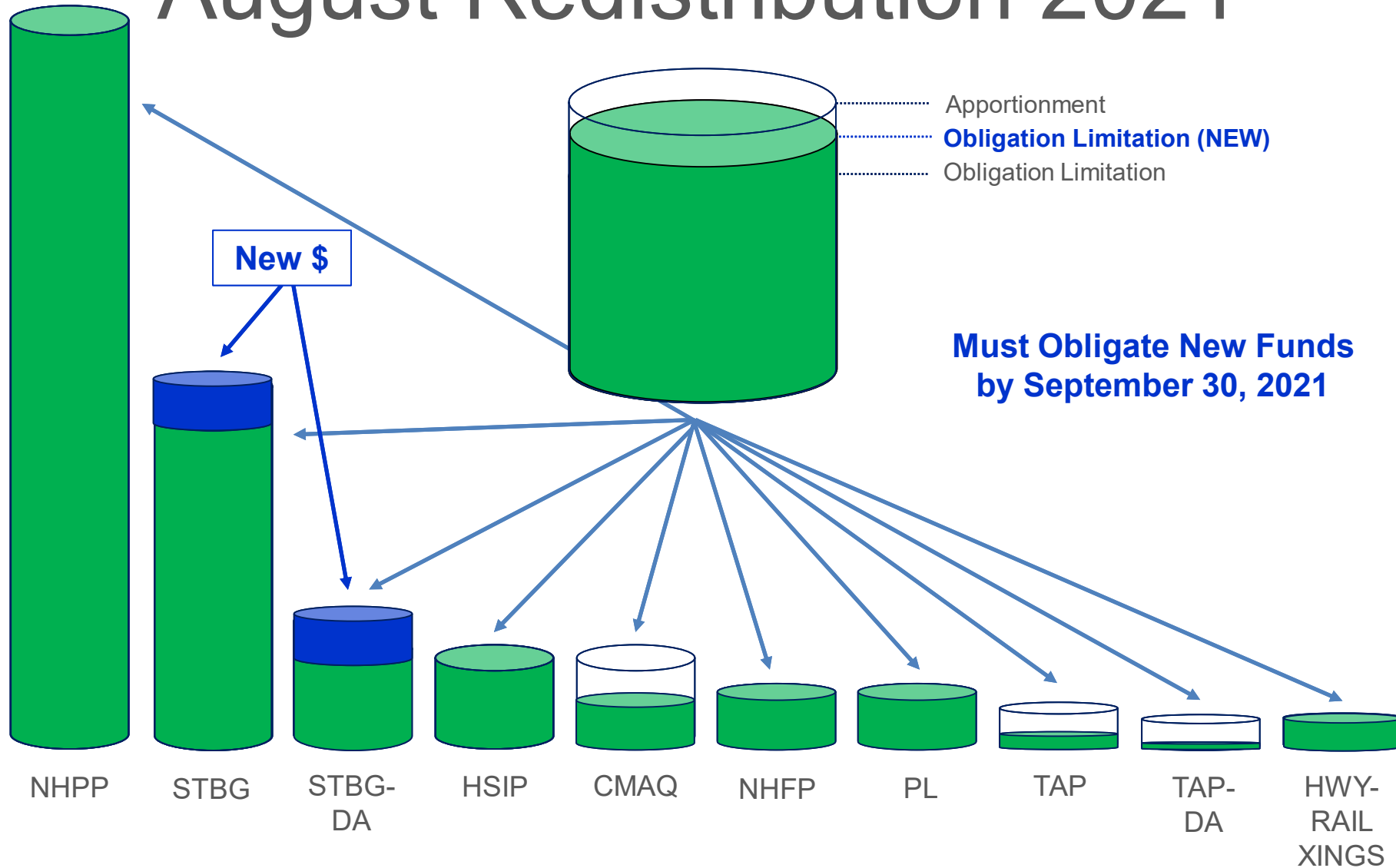
# August Redistribution 2021



# August Redistribution 2021



# August Redistribution 2021



# Potential Actions to Consider

1. Allow NCDOT to use fund swaps whenever the opportunity presents itself
2. Allow CAMPO Staff to use discretion with NCDOT when determining whether to implement fund swaps\*
3. Do not allow NCDOT to use fund swaps

*\*Staff Recommendation*

# LAPP Projects

# Financial Situation

- NCDOT above cash floor
  - Some funding starting to move for LAPP projects (~\$5m)
  - Allowed to defer reimbursement for projects up to \$16m
- August Redistribution
  - \$192M Requested by NCDOT, received ~\$143M
  - State converted projects from Advanced Construction to formally Obligated- many LAPP projects resuming with allowed reimbursements
- Future Transportation Funding Authorizations Still Unknown
  - Continuing Resolution Passed through December 11, 2020 - 19.73% of annual apportionments
  - Resolution includes 1 year extension of FAST Act



# LAPP Prior Year Projects Deadline Extension

August 2019: CAMPO Executive Board passed rule requiring all prior year LAPP projects to *request* funding authorization by September 30, 2020 or project subject to deprogramming

September 2020: CAMPO Executive Board passed updated rule to extend deadline for all prior year LAPP projects to *receive* funding authorization by September 30, 2021 or project subject to deprogramming

# FY2022 Project Submittal Policy

- Current CAMPO Policy:

*For applicants with prior projects that have not obligated funds, the applicant must reduce the number of allowable new applications per agency per mode by the number of that agency's prior LAPP projects (by mode) that did not meet authorization prior to the end of the federal fiscal year.*

- All LAPP projects paused in May of 2020
- FFY2020 CMAQ Projects Unable to Execute Agreements (5 projects)
- Reminder: Policy put in place to limit number of projects awardee has ongoing at same time

# FY2022 Project Submittal Policy

**TCC Recommendation:** For the FFY2022 LAPP Call for Projects, delayed municipal agreements on prior year projects due to NCDOT-caused delays should not count towards an applicant's submittal limit.

\* This would specifically make way for the FFY2020 CMAQ projects on hold to not count towards a jurisdiction's submittal limit. (3 Fuquay-Varina projects; 2 Cary projects)

**Staff Concerns:** Regardless of who is at fault for the delayed projects, if these projects are submitted and ultimately awarded, this could lead to a jurisdiction having to manage many projects at one time.

## 7.1 CAMPO Projects and Programs Funding Update

### Requested Action:

**Consider Action on Funding Swap Guidance and/or  
LAPP FFY2022 submittal policy.**

# Roll Call – Action Items

Town of Angier

Town of Apex

Town of Archer Lodge

Town of Bunn

Town of Cary

Town of Clayton

City of Creedmoor

Franklin County

Town of Franklinton

Town of Fuquay-Varina

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Town of Wendell

Town of Youngsville

Town of Zebulon

## 7.2 FY 21 Unified Planning Work Program - Amendment #1

## 7.2 FY 21 Unified Planning Work Program - Amendment #1

*FY 21 UPWP – Adopted February 2020*

### Changes in Amendment #1:

- **Triangle Bikeway** – adjusted funding allocations to reconcile with actual spending on the study, and extended the time period of the study to conclude in FY 22 instead of FY 21. Total study cost remains the same.
- **Northeast Area Study Update** – adjusted funding allocations between FY 20 and FY 21 to reconcile with actual spending on the study. Total study cost remains the same.
- **Fayetteville-Raleigh Passenger Rail Study** – adjusted the start of Phase II to begin in FY 22 instead of FY 21. Deleted FY 21 funding associated with this study.
- **Bus on Shoulder Study** – adjusted the funding sources to reflect CAMPO and GoTriangle financial contributions to the study, and removed the DCHC MPO and NCDOT financial contributions.

## Changes in Amendment #1 continued:

- **Wake Transit Implementation Studies** – added the Wake Transit BRT Expansion Major Investment Study from Research Triangle Park to Clayton, as per the adopted Wake Transit Work Program. This study will begin in FY 21 and is anticipated to conclude in FY 22. Also adjusted budget figures to align with adopted Wake Transit Work Program.
- **GoRaleigh** – added funding from the federal CARES Act for Western Boulevard TOD study and an operational analysis to be conducted by GoRaleigh (including updates to Table 4A).
- **GoCary** – adjusted funding table to reflect 20% local match for 5307 funds, and removed NCDOT/State 10% match for 5307 funds. (including updates to Table 4B).
- **Appendix A** – updated membership lists to reflect most recent member names as of time of the Amendment.

<b>Public Comment</b>	<b>October 16 to November 15</b>
Executive Board Considers Approval	November 18, 2020



## 7.2 FY 21 Unified Planning Work Program - Amendment #1

**Requested Action:**  
**Receive as information.**

## 7.3 Triangle Bikeway Study Update



# TRIANGLE BIKEWAY STUDY

## CAMPO Executive Board

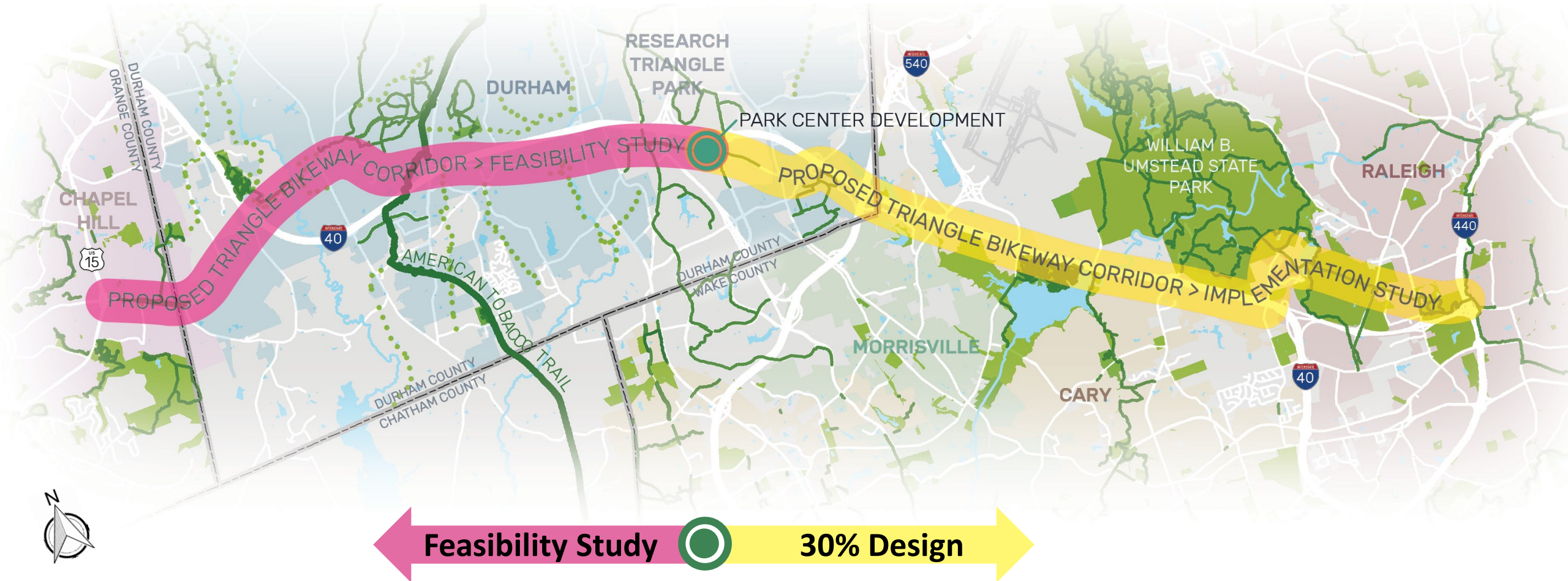
October 21, 2020





TRIANGLE  
BIKEWAY  
STUDY

# Study Area



# Project Objectives

**Establish a bicycle and pedestrian commuter alternate to I-40 along a direct, mostly parallel path.**

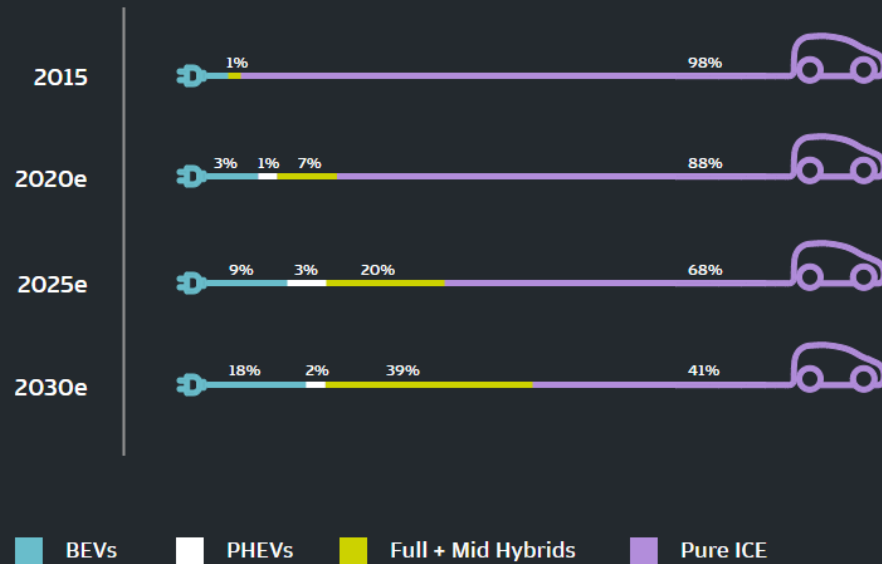
- > Advance eastern section to 30% design
- > Complete feasibility study for western section
- > Develop standards, character and design palette
- > Connect to transit
- > Establish maintenance responsibility
- > Coordinate with planned and future TIP projects along corridor
- > Connect to Triangle bicycle and pedestrian network
- > Secure stakeholder buy-in on preferred alternatives and implementation strategies and priorities
- > Meaningful stakeholder and decision-maker involvement that informs, educates, and responds to all input





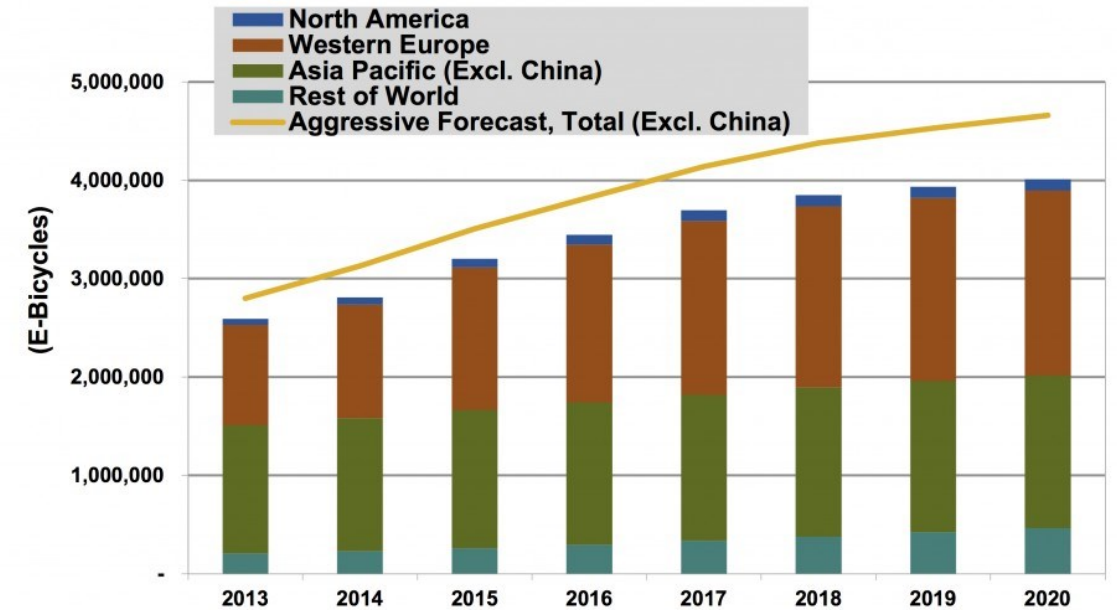
# I-40 of the Future

## GLOBAL ELECTRIC VEHICLE FORECAST



Source: J.P. Morgan estimates

## Annual E-Bicycle Sales by Region and Forecast Scenario, World Markets: 2013-2020



(Source: Navigant Research)

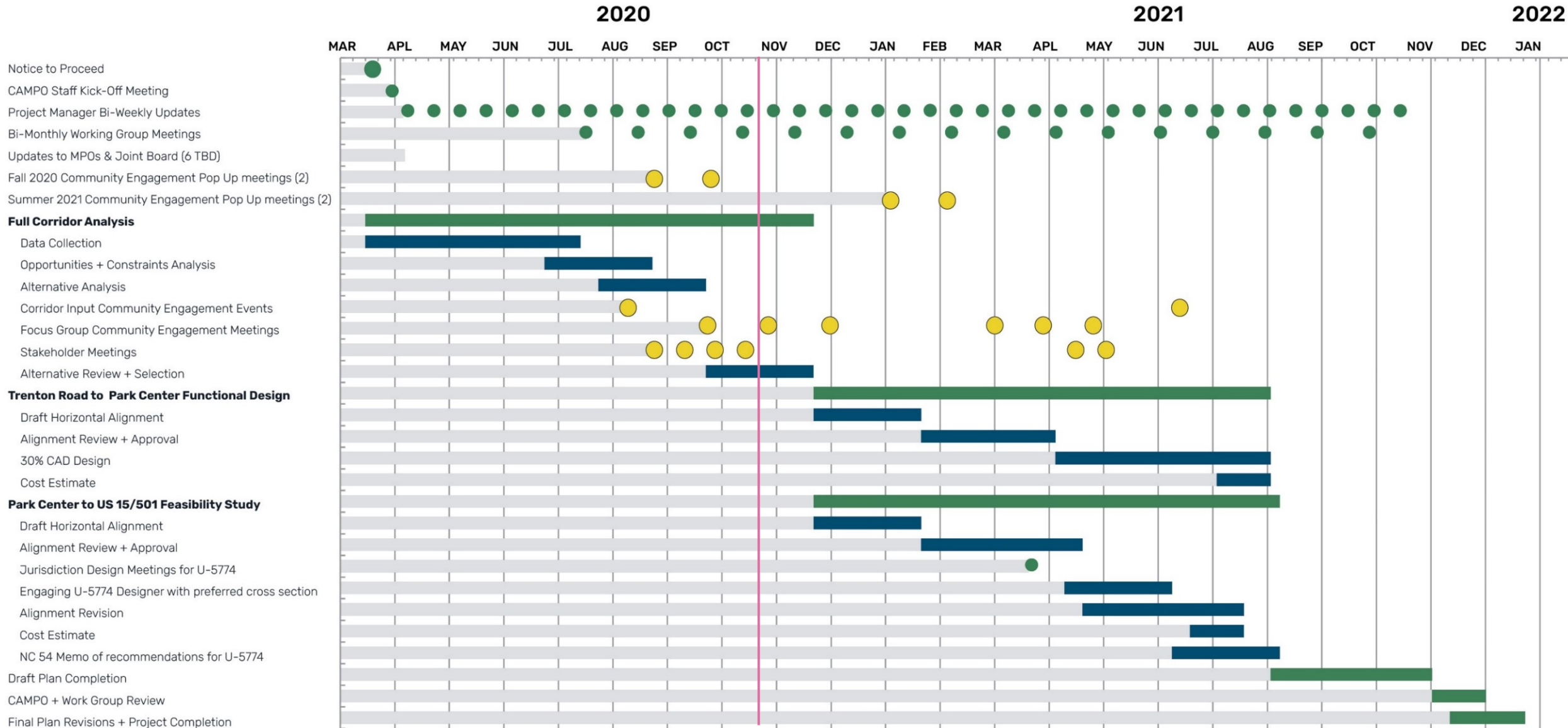






# TRIANGLE BIKEWAY STUDY

## Schedule





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# TRIANGLE BIKEWAY STUDY

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## Case Studies



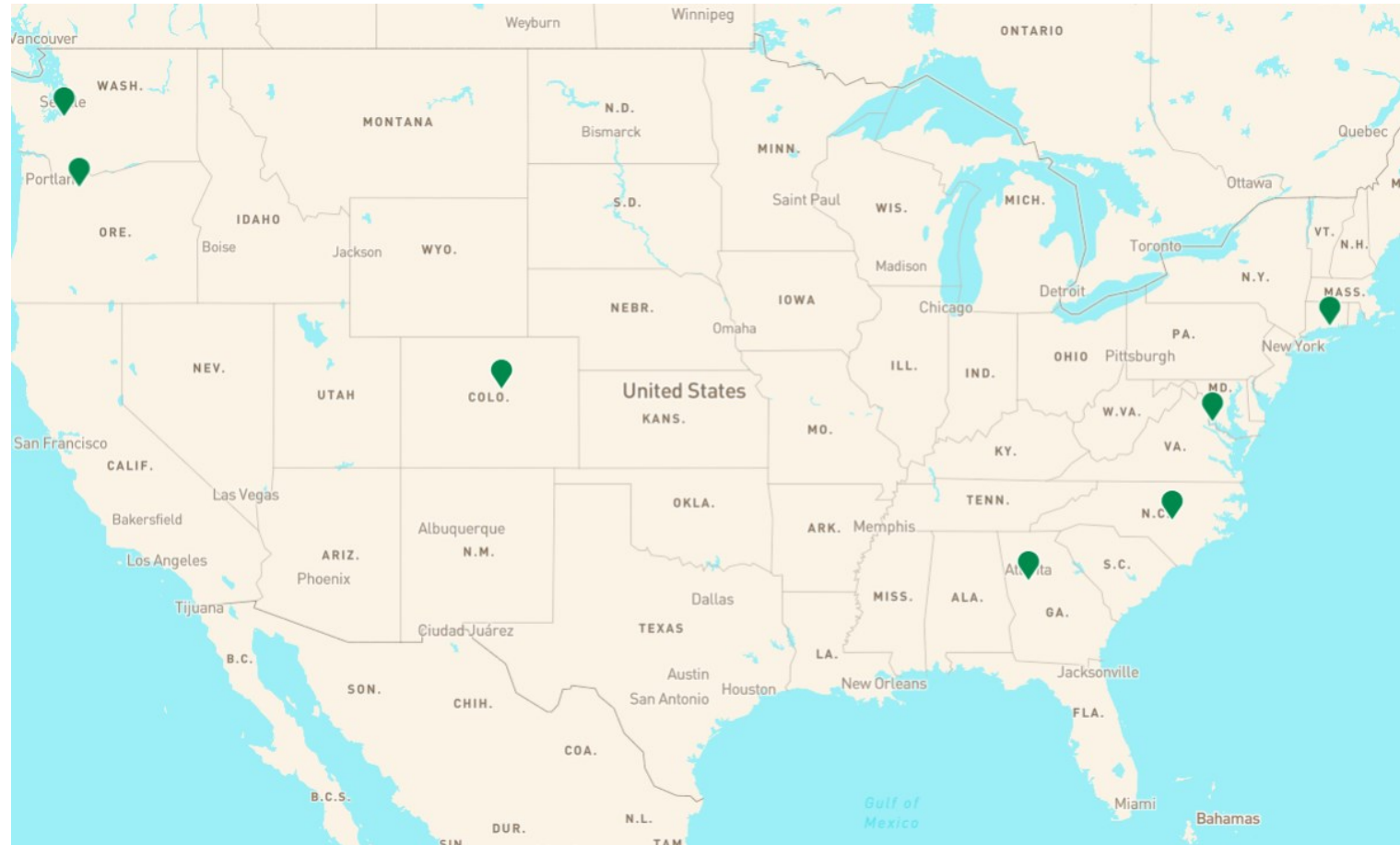




# Case Studies

## What we looked for:

- > Bike/ped facilities along interstate highways
- > Constructed projects
- > Interested in:
  - > Timelines
  - > Challenges
  - > Design solutions
  - > Funding sources
  - > Successful strategies
  - > Partnerships + coordination



## TRIANGLE BIKEWAY CASE STUDIES

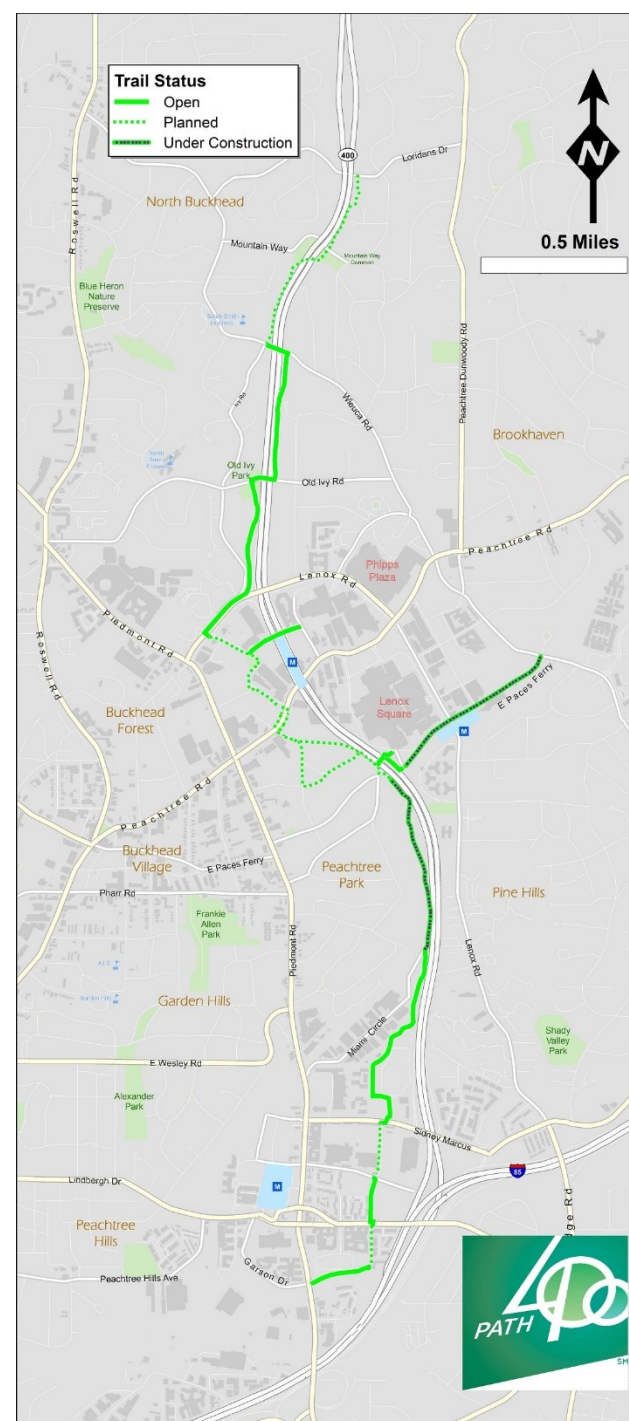
# PATH 400

### Summary

In 2011, public engagement, land acquisition, and data collection began. Key stakeholders include: Livable Buckhead, City of Atlanta, GDOT, Marta, and the PATH Foundation. Trail funding sources have included a local sales tax (TSPLOST), state funding and federal grants. The trail will soon extend north into Sandy Springs, connect to the Atlanta Beltline to the south and the Peachtree Creek Greenway to the southwest.

### Key Points

- Atlanta, Ga
- Trail length: 5.2 miles
- Construction timeline: 2014-2020
- Right of way: 66% in GDOT ROW
- Total cost: \$28 million





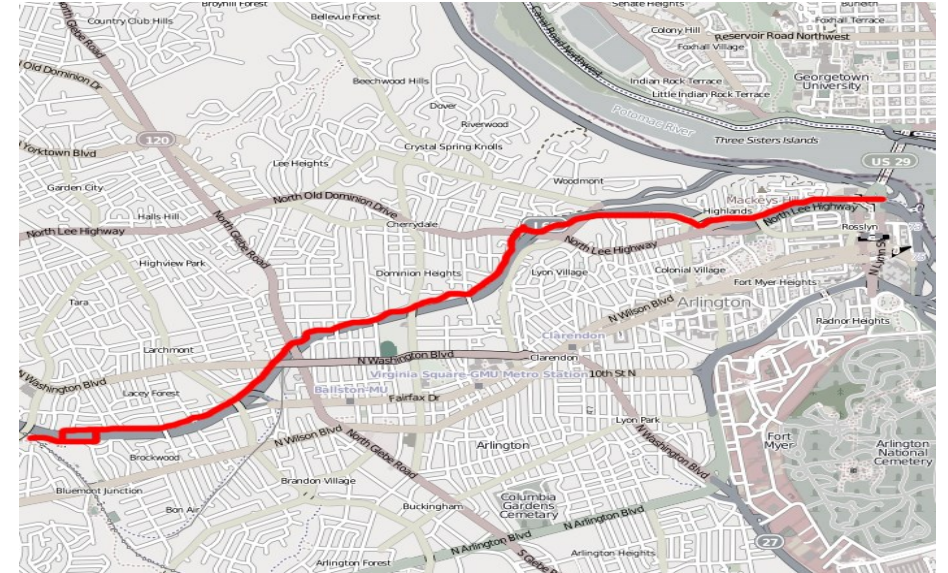
# Custis Trail

## Summary

The Custis Trail was included as part of original I-66 highway construction project, which helped secure federal funds. The trail is extremely popular for commuting (a daily average of 2,500) and includes lighting. It connects to the DC metro bike network, the Mount Vernon Trail, the C&O Canal Towpath and will soon be extended 11 miles into Fairfax and Prince William Counties as part of “Transform I-66 Outside the Beltway,” a major capital transportation project.

## Key Points

- Arlington County, VA
- Trail length: 4.5 miles
- Construction timeline: 1978-1982
- Right of way: 100% in VDOT ROW
- Total cost: \$2.5 million



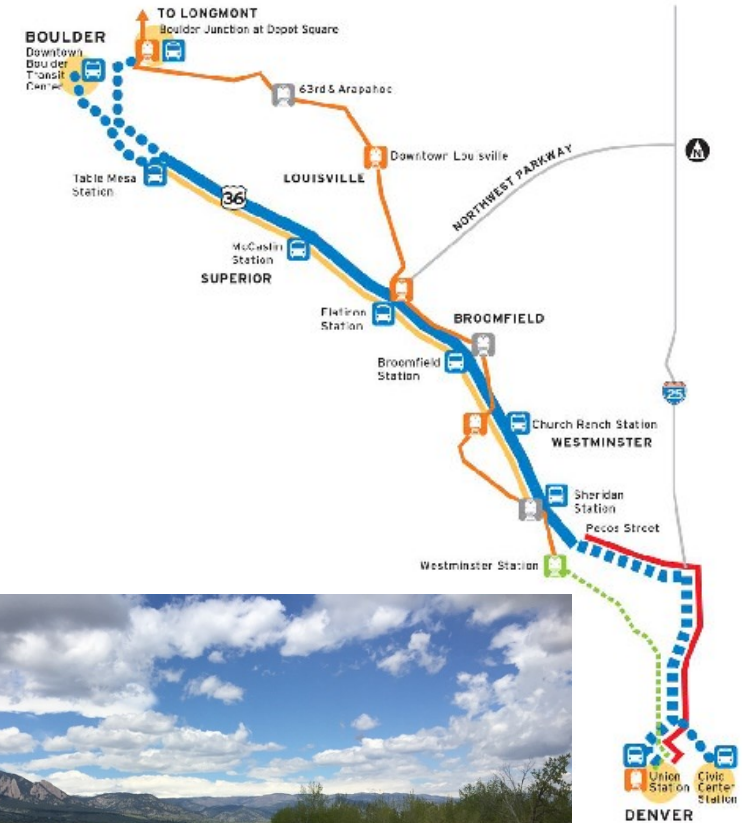
# US 36 Bikeway

## Summary

US 36 Bikeway was part of a larger CDOT project to create bus rapid transit (BRT) service and tolled express lanes along the busy US 36 corridor. These investments were part of FasTracks, a multibillion-dollar public transportation expansion throughout metropolitan Denver. Additional funding sources included CDOT, FHWA, and Regional Transportation District (RTD). US 36 Bikeway is well used (an estimated 500 daily users) for commuting to work, accessing activity centers, local businesses, transit stations, and to the greater bike network in Denver metro region.

## Key Points

- Metro Denver, CO
- Trail length: 18 miles
- Construction timeline: 2015-2016
- Right of way: 100% in CDOT ROW
- Total cost: \$16.6 million





## TRIANGLE BIKEWAY CASE STUDIES

# Charter Oak Greenway

### Summary

The Charter Oak Greenway runs parallel to I-384 and the right-of-way is a combination of an abandoned railroad corridor, CT DOT right-of-way, and local municipal lands. Trail funding has included federal TAP grants and local state bonds. It averages 304 daily users and recent plans call for it to extend in both directions (to Hartford in the east and to the Hop River State Park Trail in the west). The trail is part of the East Coast Greenway.



### Key Points

- East Hartford, CN
- Trail length: 16 miles
- Construction timeline: 1988-2023
- Right of way: 66% in CDOT ROW
- Total cost: \$29 million



# I-40 Business – Winston Salem, NC

## Summary

Added on to the Business 40 Improvement Project, this side path will connect several neighborhoods and key destinations (e.g. baseball stadium, hospital, and commercial areas) in Downtown Winston-Salem. Key partners include the City of Winston-Salem, NCDOT, Downtown Winston-Salem Partnership, and Creative Corridors Coalition. Funding sources include several federal (CMAQ and STBG Programs), state (NCDOT's STI Prioritization), and local (bond referendums) sources. Once complete, the side path will connect to a growing network of bike facilities and 25 miles of greenways throughout the region.



## Key Points

- Winston-Salem, NC
- Trail length: 1.2 miles
- Construction timeline: 2018-2020
- Right of way: 100% in NCDOT ROW
- Total cost: \$8-10 million

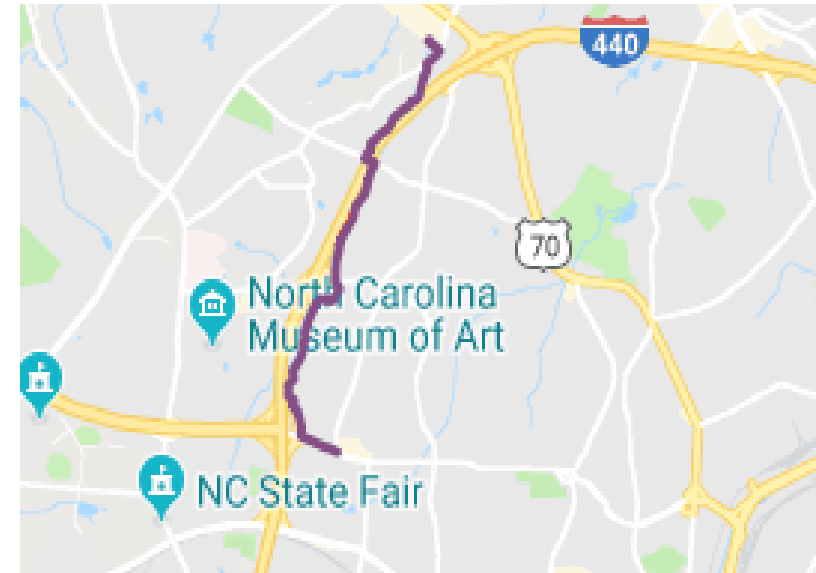




## House Creek Greenway

### Summary

House Creek Greenway is a multi-use path that runs parallel to the I-440 beltline in Raleigh, NC. The greenway provides key connections to a robust and growing greenway system. Strong support among residents was showcased in the approval of two bond referendums (2003 & 2007) that included funding for the trail. A partnership between the North Carolina Museum of Art, North Carolina State University's College of Natural Resources, and the City of Raleigh has also earned recognition from National Recreation Trails as a unique, multi-partner amenity.



### Key Points

- Raleigh, NC
- Trail length: 3.4 miles
- Construction timeline: 2010-2012
- Total cost: \$3.8 million





# TRIANGLE BIKEWAY STUDY

## Website



# TRIANGLE BIKEWAY STUDY

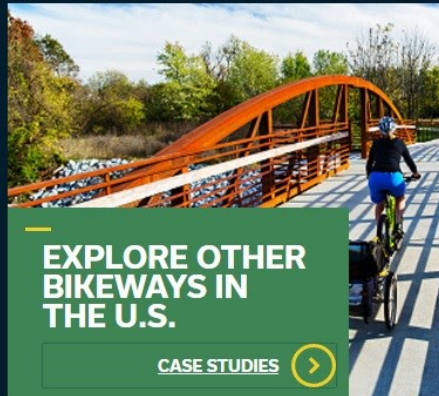
[NC CAMPO](#)



[DCHC MPO](#)



The Triangle Bikeway project will study the idea of a 17-mile bicycle path. The bikeway will link Raleigh, Research Triangle Park (RTP), Durham and Chapel Hill along I-40 and NC 54. The current planning effort includes design and construction recommendations between Raleigh and RTP, and a corridor assessment for the connection west to Durham and Chapel Hill. The bikeway will connect Triangle communities making both short and long bike trips for work, play and daily errands possible. Ideas from residents will shape the plan. Agencies across the region are working together in the planning process, which will take approximately 18 months.



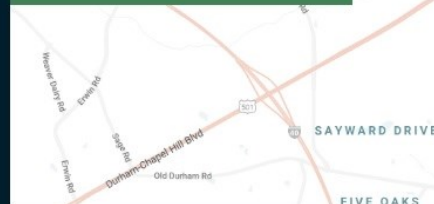
### EXPLORE OTHER BIKEWAYS IN THE U.S.

[CASE STUDIES](#)



### SHARE YOUR KNOWLEDGE OF THE CORRIDOR

[PUBLIC COMMENT MAP](#)



### HELP SHAPE THE PLAN

[TAKE THE METROQUEST  
SURVEY!](#)



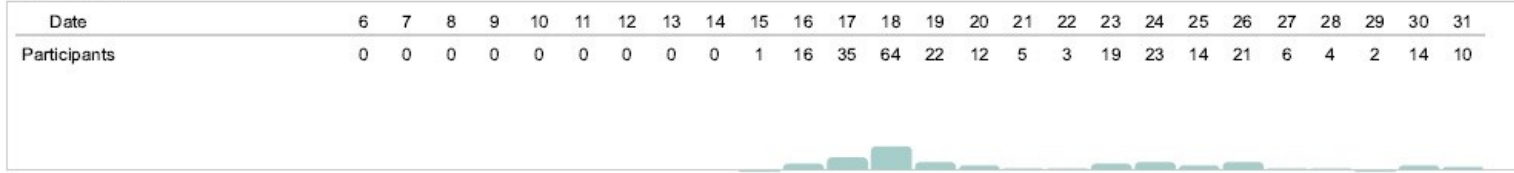




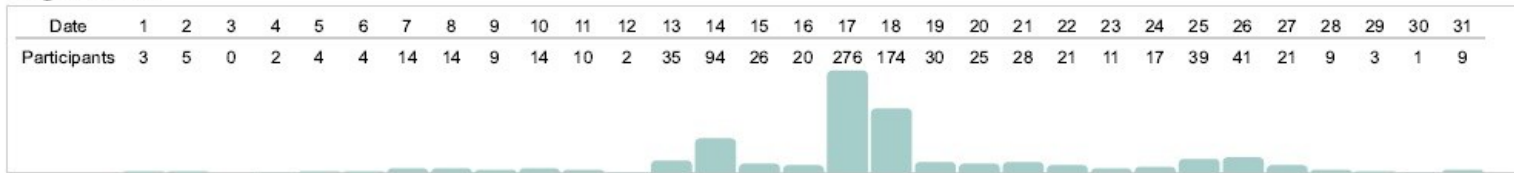
# Current Survey Participation

As of October 1, 2020 – 1909 participants

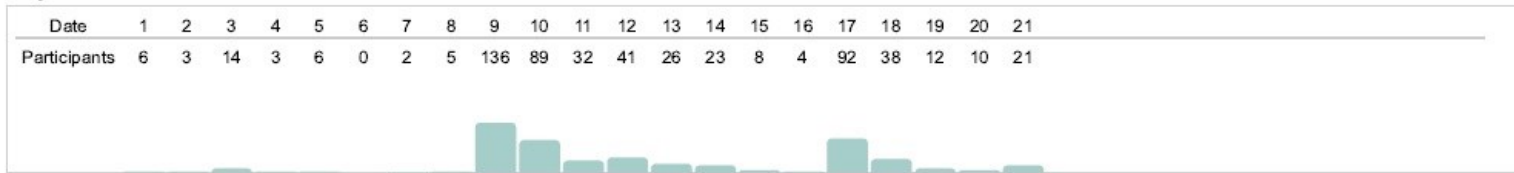
## July 2020



## August 2020



## September 2020





# Community Engagement Approach

1

## **Effective Multijurisdictional Coordination**

Include  
decisionmakers  
early.

2

## **Broad Stakeholder Involvement**

Ensure all necessary  
parties are involved.

3

## **Meaningful Engagement with Underengaged Groups**

Strategize for  
engaging groups  
historically excluded  
from planning.

4

## **Adaptive Engagement During COVID-19**

Combine virtual and  
socially distanced in-  
person engagement.



# Variety of Collaborative Groups

## Working Group

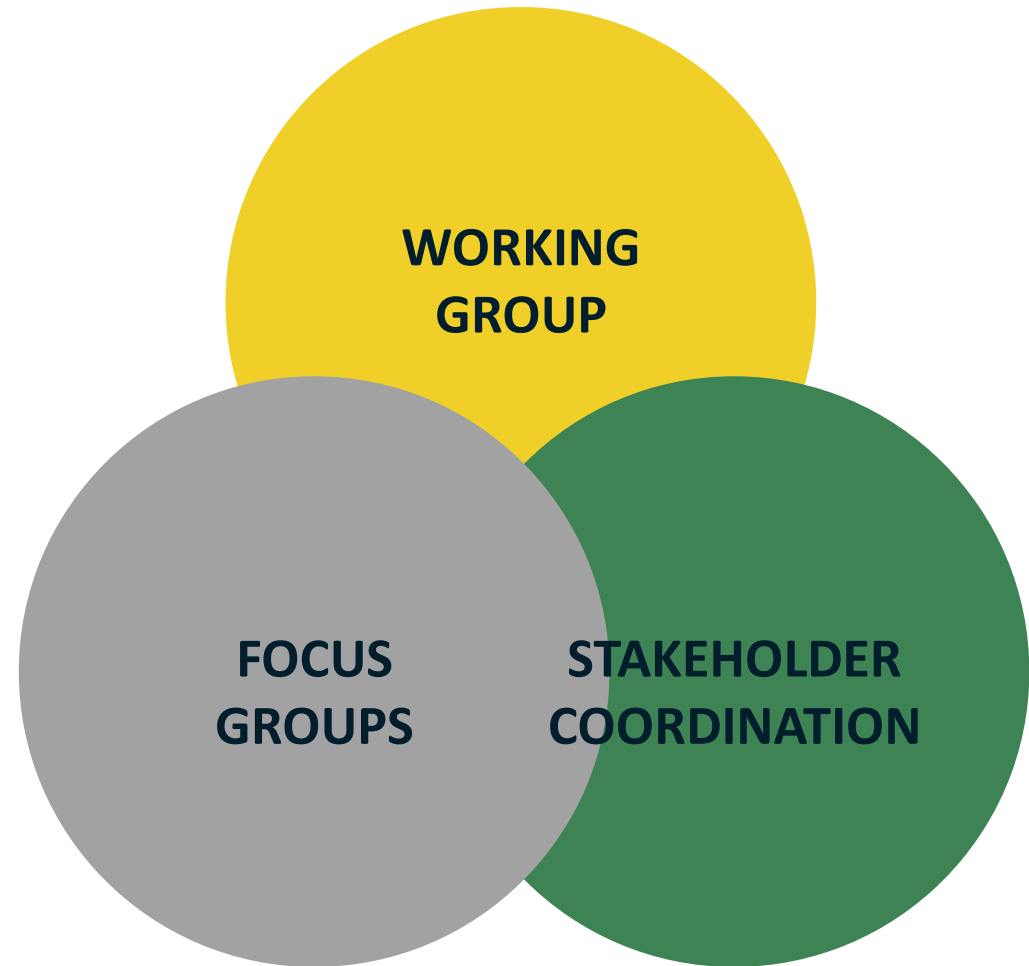
- > Reviews data, community input, alternatives
- > Provides guidance to study
- > Connects study to the community
- > Meets every other month

## Stakeholder Coordination

- > Coordination with specific stakeholder
- > Provides input from specific point of view

## Focus Groups

- > Coordination with a variety of community members
- > Provides input from many point of views





# What Does Success Look Like?

inspirational project

Voice of low-income, people of color are front and center

Lighting so it's not closed at dusk, which can be 4:45 in winter

Learn from the Dutch design guidelines

Feasible recommendations along the western corridor and a leveraging of funding resources along the eastern corridor.

Lights!

Wide enough for maintenance during the few snow/ice days we have

Cost-share responsibilities

Typography taken into consideration in addition to direct connections

Clear alignment with which properties are impacted (if outside of DOT ROW). An understanding that impacted property owners are understanding and support the project.

Best practices for cost estimation (w/escalation). An understanding and confidence that stakeholders and the public (including under served) have truly been engaged and participated.

An understanding on funding options.

Bicycle repair stations along the route

identifying all ROW and easement challenges

inclusionary (intentionally recruiting voices from low income communities and riders in process )

construction cost

Support from RDU, state parks, SSS, Corps of Engineers and other stakeholders

Estimated time of travel / distance for the path

Integration with Transit

Connection to regional recreational opportunities.

Considerations of access to neighborhoods and business centers

Provide opportunities to get out of town.

Focus on Destinations

clarity on where this project ranks in the priorities of the general public

Connect the 4 cities through HUB RTP.

Developing public and private partnerships to implement the project

Frequent transit connections along the Bikeway

Thinking about "park and ride" opportunities

Full multi stakeholder support, inclusive plan that is responsive to community, equitable access, implementable funding and maintenance plan

Ncdot support

This project would be another GREAT amenity to the growing recreational/transit needs of the region.

Working with local adopted plans integrating the system into the existing network

Improved connectivity to the RTP Trail System as the Trail passes through RTP.

connections to other bikeways, greenways and transit stops

Access to combine with other travel options. 'Park and pedal' or transit.

Corridor that is inviting and useful to all communities

A scalable and implementable plan for a bikeway that connects Raleigh - RTP - Durham - Chapel Hill.

ROW and funding strategies

A plan for the corridor, with implementable parts.

Engaging commuters, future riders, and corridor area non-riders to = lots of support

providing more Triangle residents the ability to commute by bike

Connecting major employers, universities, medical centers, and neighborhood greenways

evidence of community desire for project

A primary (and possibly secondary) route.

Any tricky intersections and plans on how to deal with them

Wide input form all communities

Equitable community engagement around this project

A vision for providing safe, convenient, and comfortable bike and ped facilities along NC 54 that can be implemented with NCDOT's upcoming NC 54 project.

Projects that can actually be constructed

Meaningful community feedback and buy-in to make decisions going forward

equitable engagement for those living along the delineation

Funding, with a vision for future expansion

equitable engagement for those living along the delineation

Better pedestrian connections to DPR parks, trails and recreation centers.

A fully-funded SPOT project(s)

Completion

Being able to communicate effectively to all the stakeholders and decision-makers

Implementation

Stakeholder buy-in

Funding source identified, and allocated, for the project.

Implementable project with broad community support

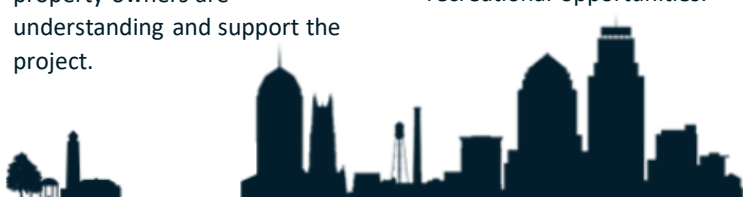
The thoughts and opinions of those along the corridor

ROW Strategy

Defined projects

funding and design for facility

funding strategy





# Biggest Challenges

communications places make bar entry. awareness. keeping create  
singular reaching behind campus umstead build engineers even transportation  
safer coordination funding. safety motorists. momentum help  
broad parks aren't plans project also ncdot agreements riders. reach  
support currently order different lotss local row mainly they're something  
challenge communities intersections equitable impacts people access sas funding stakeholders set priority lower  
well isn't simply phases communities intersections equitable impacts people access sas community need rdu projects durha  
marshall increased intersections equitable impacts people access sas project. state trail corps biggest maintenance priority lower  
public: bike grant getting yet inspirational improve projects. biking



# Meetings Update

## > Interjurisdictional

- > Cary
- > Chapel Hill
- > Raleigh
- > Durham
- > Morrisville

## > Mayors

- > Town Council –  
Morrisville
- > Mayor Weinbrecht
- > Mayor Baldwin
- > Mayor Schewel
- > Mayor Hemminger

## > Stakeholders

- > RTP
- > NCDOT
- > USACE / NCWRC
- > State Parks
- > RDU
- > Duke Energy
- > NC Railroad
- > Go Triangle

Complete

Scheduled

Not Scheduled



# Next Steps – Virtual Public Workshops

October 29<sup>th</sup>

- 12:00 PM
- 4:00 PM

Join online or  
by phone.



TRIANGLE  
BIKEWAY  
STUDY



## TRIANGLE BIKEWAY PUBLIC WORKSHOPS – OCTOBER 29<sup>th</sup>



The Triangle Bikeway project is studying the idea of a 17-mile bicycle path that connects Raleigh, RTP, Durham, and Chapel Hill along I-40 and NC 54. Learn more at:

[www.trianglebikeway.com](http://www.trianglebikeway.com)

### Two Virtual Public Workshops on October 29<sup>th</sup>

- 12:00PM (Noon)
- 4:00PM

#### Agenda

- Project Update
- Interactive Polling on Key Questions
- Live Questions and Answers with Planning Team

### Thursday, October 29<sup>th</sup>

Click Here for 12PM (Noon) Session

<https://mcadamsco.zoom.us/j/94789491385>

Call in: 877-853-5247 (Toll Free)

Webinar ID: 947 8949 1385

Click Here for 4PM Session

<https://mcadamsco.zoom.us/j/93392148442>

Call in: 888-788-0099 (Toll Free)

Webinar ID: 933 9214 8442



# Next Steps – Focus Group Sessions

**Nov. 9 – 13**

## Targeted Populations:

- Bus Riders
- Asian
- Black/African-American
- Hispanic/Latinx
- Low/Moderate Income



TRIANGLE  
BIKEWAY  
STUDY



## TRIANGLE BIKEWAY SEEKS FOCUS GROUP PARTICIPANTS



The Triangle Bikeway project is studying the idea of a 17- mile bicycle path that connects Raleigh, RTP, Durham, and Chapel Hill along I-40 and NC 54. Learn more at:

[www.trianglebikeway.com](http://www.trianglebikeway.com)

**The Triangle Bikeway project team is seeking input from historically under-represented groups by hosting small group discussions to provide information and gather input.**

**When:** Week of November 9-13 (1-hour commitment)

**How:** Participants call in or join online.

\$25 Gift Card for Participants

**Seeking corridor residents or workers who are:**

- Bus Riders;
- Asian;
- Black / African American;
- Hispanic / Latinx;
- Low/moderate income

**Sign up to Participate** Text: TriBike To: 73224 OR Call: 855-925-2801 Code: 9843



# How You Can Help

**Engage** ([www.trianglebikeway.com](http://www.trianglebikeway.com)):

- Distribute Website Link to Your Networks + Social Media
- Update Crowdsourc Map with Info Specific to Your Organization
- Send Focus Group Referrals to [Kenneth.Withrow@campo-nc.us](mailto:Kenneth.Withrow@campo-nc.us)

Survey Closes: November 13<sup>th</sup>

Next Working Group Meeting: November 19<sup>th</sup>



## 7.3 Triangle Bikeway Study Update

**Requested Action:**  
**Receive as information.**

## 8. Informational Items: Budget

### 8.1 Operating Budget – FY 2020

### 8.2 Member Shares – FY 2020

**Requested Action:**  
**Receive as information.**

## 9.1 Informational Item: Project Updates

- (SRTS) John Rex Endowment Grant
- Triangle TDM Program
- Triangle Bikeway Implementation Study
- Non-Motorized Volume Data Program
- Mobility Coordination Committee
- NCDOT Highway Project U-2719
- Wake Transit Plan Update
- Wake Transit Performance Tracker
- Northeast Area Study Update
- Bus On Shoulder Study
- UPWP Call for Special Studies

**Requested Action:**  
**Receive as information.**

## 9.2 Informational Item: Public Engagement Updates

**Requested Action:**  
**Receive as information.**

## 10. Informational Item: Staff Reports

- MPO Executive Director
- NCDOT Transportation Planning Division
- NCDOT Division 4
- NCDOT Division 5
- NCDOT Division 6
- NCDOT Rail Division
- NC Turnpike Authority
- NCDOT Intermodal Planning Division
- TCC Members

**Requested Action:**  
**Receive as information.**

## 10. Informational Item: Staff Reports

- S-Line Letter of Support and consideration of future financial support

## 10. Informational Item: Staff Reports

- MPO Executive Director
- NCDOT Transportation Planning Division
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- NCDOT Division 6
- NCDOT Rail Division
- NC Turnpike Authority
- NCDOT Intermodal Planning Division
- TCC Members

**Requested Action:**  
**Receive as information.**



# ADJOURN

## Upcoming Events

Date	Event
November 5, 2020 10:00 a.m.	TCC Online Only
November 5-6, 2020	<b>BikeWalkNC Summit Online</b> Register at <a href="https://www.bikewalknc.org/nc-bikewalk-summit/">https://www.bikewalknc.org/nc-bikewalk-summit/</a>
November 18, 2020 4:00 p.m.	Executive Board Online Only
<b>December 1, 2020</b>	Please HOLD: Joint DCHC/CAMPO Boards Meeting

